



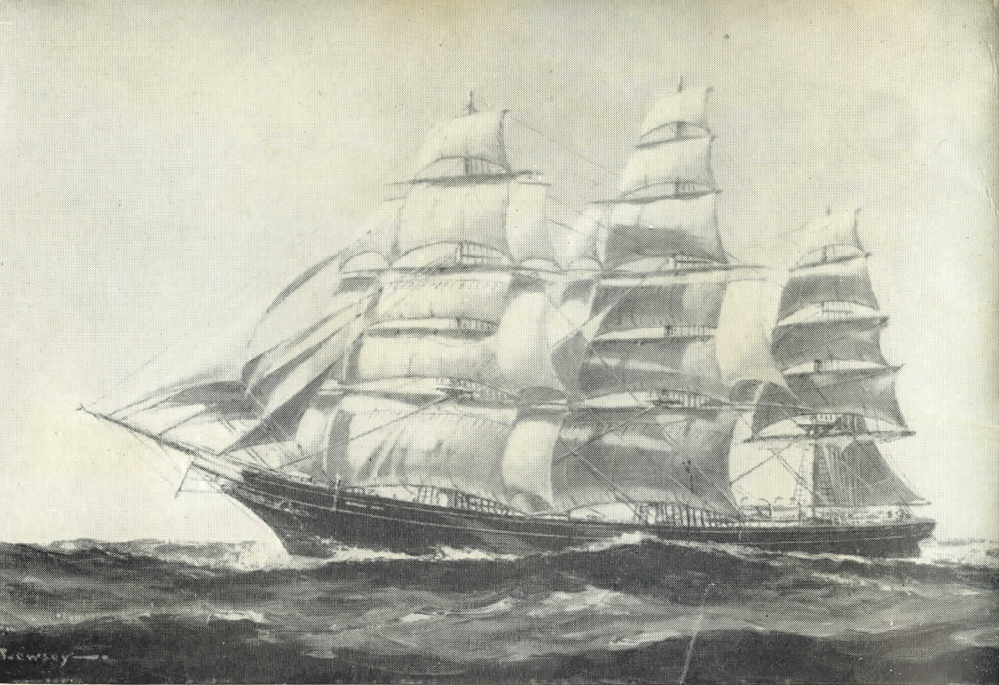
BY FRANK G. G. CARR, M.A., F.S.A.

FOREWORD BY THE EARL STANHOPE, K.G., D.S.O., M.C.

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The *Cutty Sark* in her tea clipper days. From a painting by Tom Lewsey.

FOREWORD

BY THE RT. HON. THE EARL STANHOPE, K.G., D.S.O., M.C.

THE PHRASE "Trade followed the Flag" was often heard at the beginning of this century. It would have been still more true to say that "The Flag had followed Trade." As distant lands were discovered our merchant adventurers began to open up trade with them. This, in order to be successful, required stable conditions which necessitated law and order and good government. So, over and over again it happened, sometimes contrary to the wishes of the Government of these islands, that a British form of government was established. It is this overseas trade that has enabled fifty million people to subsist in these islands.

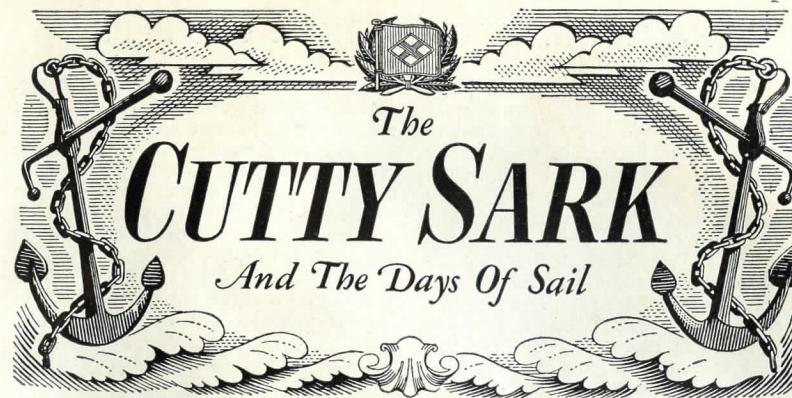
The opening up of trade in these distant lands was only made possible by the courage, skill and determination of the captains of our ships and the men who served under them. We are apt in these days to forget the perils and hardships which our seamen faced,

laying out on the yards to furl sail in a sudden gale of wind, lying sweltering in a dead calm with food and water running low, facing shipwreck when beating into a little known and uncharted harbour. But what a grand life it must have been sailing in those lovely ships.

It is fitting that this nation, which owes so much to her ships and to her seamen, should commemorate the days of sail. The Cutty Sark Society, under the Patronage of H.R.H. The Duke of Edinburgh, is therefore providing to maintain in perpetuity in dry dock at Greenwich the *Cutty Sark*, the most famous of the clippers which brought to this country tea from China and wool from Australia.

The narrative and illustrations in this little book tell of her history and reveal something of her beauty and of her graceful lines, typical of the merchant navy of bygone days.

The painting by J. Spurling of the *Cutty Sark* on the front cover is reproduced by kind permission of the Seven Seas Fine Arts (1945) Ltd., London, N.W.6.



BY FRANK G. G. CARR, C.B.E., M.A., F.S.A.

Director, National Maritime Museum, London

ON the afternoon of Monday, 23rd November, 1869, a beautiful little clipper ship of 963 tons gross was launched from Scott and Linton's shipyard at Dumbarton, on the Clyde. She bore a name that was to become famous throughout the world, and was destined to win a place in the hearts of British seamen second only to Nelson's immortal *Victory* herself. Her name was the *Cutty Sark*.

She was not a big ship, even by the standards of the times, though her sail-plan was lofty. If to-day she lay alongside the 83,673 ton *Queen Elizabeth*, also launched on the Clyde, the truck of her mainmast would barely reach the top of the liner's foremost funnel. She was only 212 feet in length and 36 feet in beam, with a depth of 21 feet; yet according to Basil Lubbock, the acknowledged authority on the clipper ship era, the *Cutty Sark* and her great rival, the *Thermopylae*, were the fastest ships that ever moved through the water under the power of sail alone. The engines of the *Queen Elizabeth* are designed to develop 200,000 horse power, and to drive the largest vessel in the world at a speed of 30 knots. The *Cutty*

Sark's sail plan was designed by John Rennie, the master draughtsman in her builder's yard, to give a plain sail area of around 32,000 square feet; and when driving her at her maximum speed of a little over 17 knots, the power developed was equivalent to an engine of 3,000 h.p.

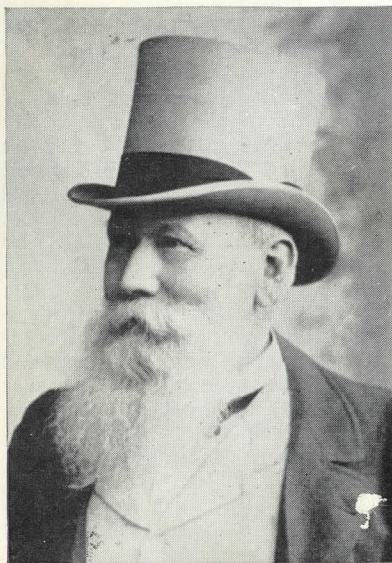
The little clipper was built by Scottish shipbuilders for an owner of the same nationality, Captain John (or "Jock") Willis junior. The curious name he gave her was taken from the short chemise of Robert Burns's witch Nannie, who formed the subject of her figurehead, beautifully carved by that master craftsman Robert Hellyer of Blackwall. This was, however, unfortunately lost at sea many years ago, and that which she now bears is a later and somewhat crude replacement.

John Willis had been, like his father before him, a sailing ship master, who had settled in London, where the *Cutty Sark* was therefore registered; and, it remained her home port until her sail abroad in 1895. John Willis senior had been famous as the original "Old Stormy," the sea captain hero of the popular sea shanty "Stormalong."

THE DOOM OF THE CHINA CLIPPERS

His son, universally known as "Old White Hat," had the same ambition as had inspired his father: he wanted to gain the "Blue Riband of the Sea" by winning the great annual race home from China with the first of the new season's tea. Neither had succeeded.

In 1868, a wonderful new clipper, by Bernard Waymouth, had been launched from Walter Hood's yard at Aberdeen, bearing the name *Thermopylae*, soon to become world famous. It was to beat this ship that the *Cutty Sark* was built; and Willis entrusted her design and construction to a young Scottish ship-builder, Hercules Linton, who had not long started a new yard on the Clyde in partnership with a man named Scott. The *Cutty Sark* was the first ship of any considerable size to be launched from the yard; and she was destined to be the last. The contract price was no more than £16,150; and only the best workmanship and materials were to go into her. The standards were indeed so high that it couldn't be done for £17



"Old White Hat" Willis, for whom the *Cutty Sark* was built. Though a Scotsman, he was a London shipowner. His ambition—to win the Tea Race.

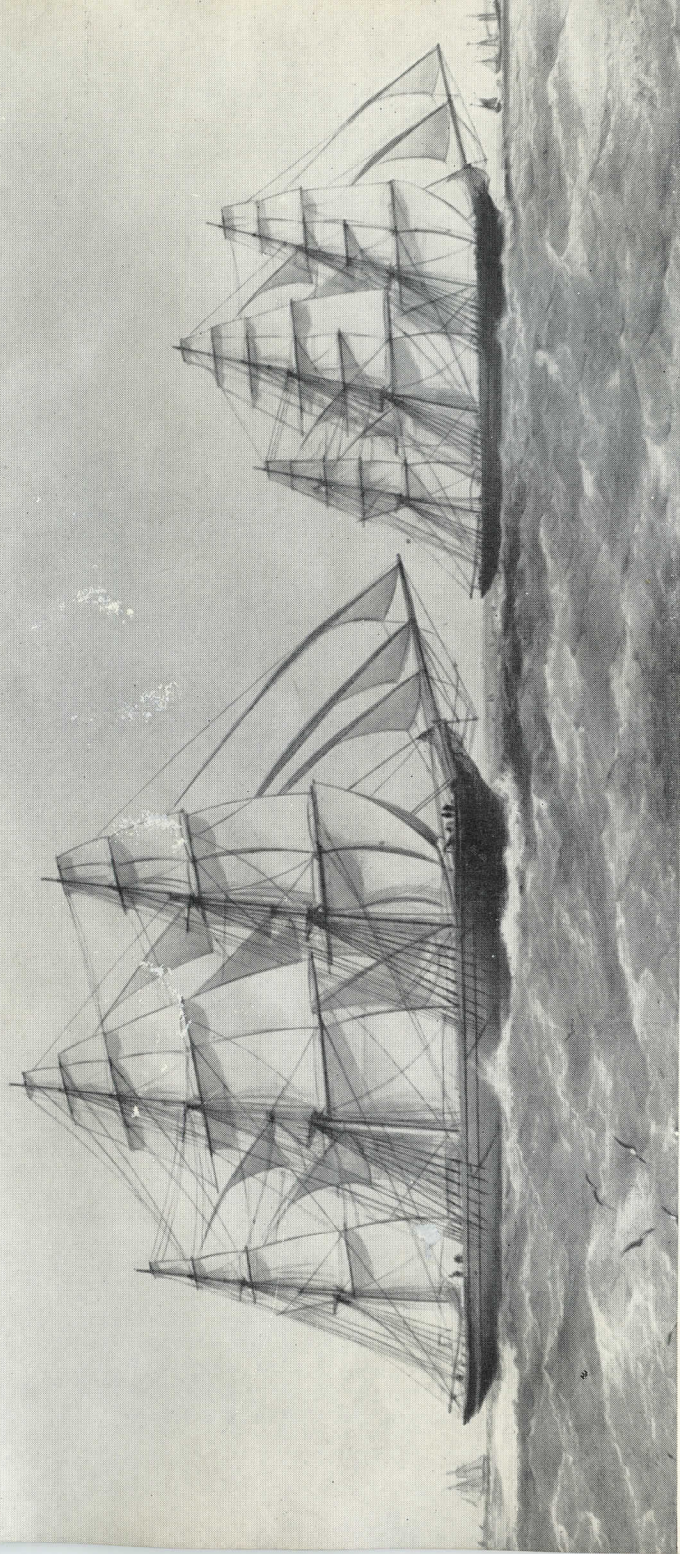
per ton, and the builders went bankrupt. She had therefore to be finished by the neighbouring firm of Denny Bros.

After being launched by Mrs. George Moodie, the wife of her first captain, she was towed down the Clyde to Greenock to fit out; and on 16th February, 1870, she sailed from London for Shanghai on her maiden voyage.

Unfortunately for the *Cutty Sark*, the days of sailing ships in the Tea Trade were already numbered when she came upon the scene. The doom of the China clippers had been pronounced, though not then recognised, exactly a week before her launch, when on 16th November, 1869, the Suez Canal was opened. This made available to steamers a shorter sea route, via the Mediterranean, while the sailing ships still had to work the Trade Winds, out and home by the Cape of Good Hope. At this, they were more than a match for the not very rapid steamers of those days. But the shorter voyage through the Canal enabled steamers to beat them on time; and when this happened sailing ship freights fell so much that the trade no longer paid.

While it lasted, however, which was roughly from the repeal of the Navigation Laws in 1849 until the opening of the Suez Canal twenty years later, the China Tea Trade had developed the fastest and most perfect merchant sailing ships the world has ever seen, before or since. These were thoroughbreds, like race-horses, meant to carry small cargoes at the maximum possible speeds; as distinct from the later ships, the grain carriers, built to carry large cargoes with the greatest possible economy, where time was of less importance.

Like racehorses, too, the China clippers needed the right men to handle them; sensitive men, who would treat them as the thoroughbreds they were, yet men of iron nerve, who knew not the meaning of fear, and who would drive their ships in all weathers, blow high, blow low, come sun, come storm, for 100 days and more on end, with every hour an hour of racing and every minute one of tension. Men of infinite skill as navigators, who could find their way by day and night through the islands and rocks and banks and strong unpredictable currents of the ill-charted



The *Ariel* and *Taeping* racing up the English Channel in 1866. From a contemporary lithograph by T. G. Dutton. This was the most famous year of all the great annual tea races, which reached their zenith in the eighteen sixties. A premium of 10s. a ton on the first cargo home, with a bonus of £100 for the captain of the winning ship, were prizes worth having. That year, the *Ariel* and *Taeping* left Foochow on the same tide on the 30th May; with *Fiery Cross* 14 hours

ahead, and *Serica* a few minutes behind, followed by *Taishing* at midnight on the 31st May. After more than three months of all-out ocean racing, dawn on the 5th September showed the *Ariel* and *Taeping* again in company, racing neck and neck past the Lizard. *Ariel* arrived in the Downs at 8.0 a.m. next day, with *Taeping* only 10 minutes behind her, followed by *Serica* at noon; all three ships being 99 days out. *Fiery Cross* and *Taishing* were next, each taking 101 days.

A RACE WITH THE "THERMOPYLAE"

and little-known Eastern Seas, and, by some daring moonlight passage through a shoal infested channel, steal a march on a more cautious rival. Of such a breed of men were the masters of the China clippers; and they were matched and supported by the sturdy courage, the indifference to hardships, and the splendid seamanship of the men who served with them. The highest traditions of the Merchant Navy in the days of sail found magnificent expression in the crews who manned the clipper ships in the era of their glory.

The *Cutty Sark* did not succeed in winning the Tea Race for "Old White Hat"; and in that she disappointed him. Her passages were good, but never good enough. Captain Moodie was a competent and conscientious seaman; but he was never a real "driver." Nor did she succeed in making the *Thermopylae* lower her colours in the China Trade. That was undoubtedly partly a matter of luck—luck with the weather—a chancy business, which in those years, generally favoured the Aberdeen clipper. Then, too, Captain Kemball, of the *Thermopylae*, was un-



Captain George Moodie who was in command of the *Cutty Sark* when she lost her rudder in the Indian Ocean.

doubtedly one of the best clipper ship captains of the period; he was never afraid of "cracking on," and he got the last fraction of a knot out of his ship at all times. The story is told that when the *Thermopylae* picked up her pilot off Beachy Head at the end of her wonderful maiden voyage, Captain Kemball, indicating the ship's rail, said to the pilot: "Do you see that?"

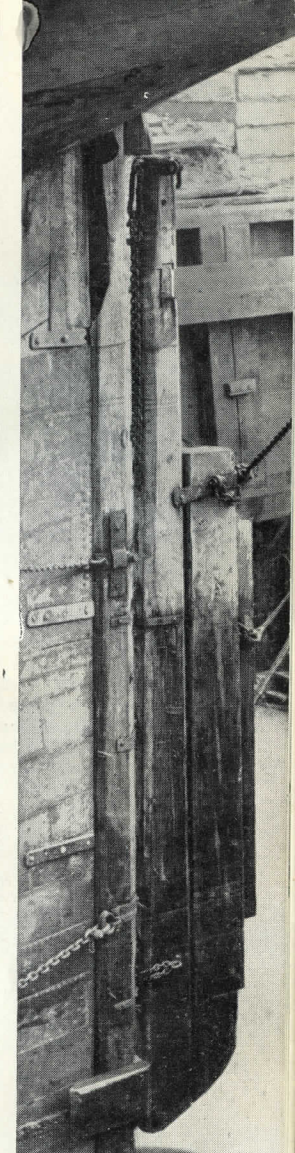
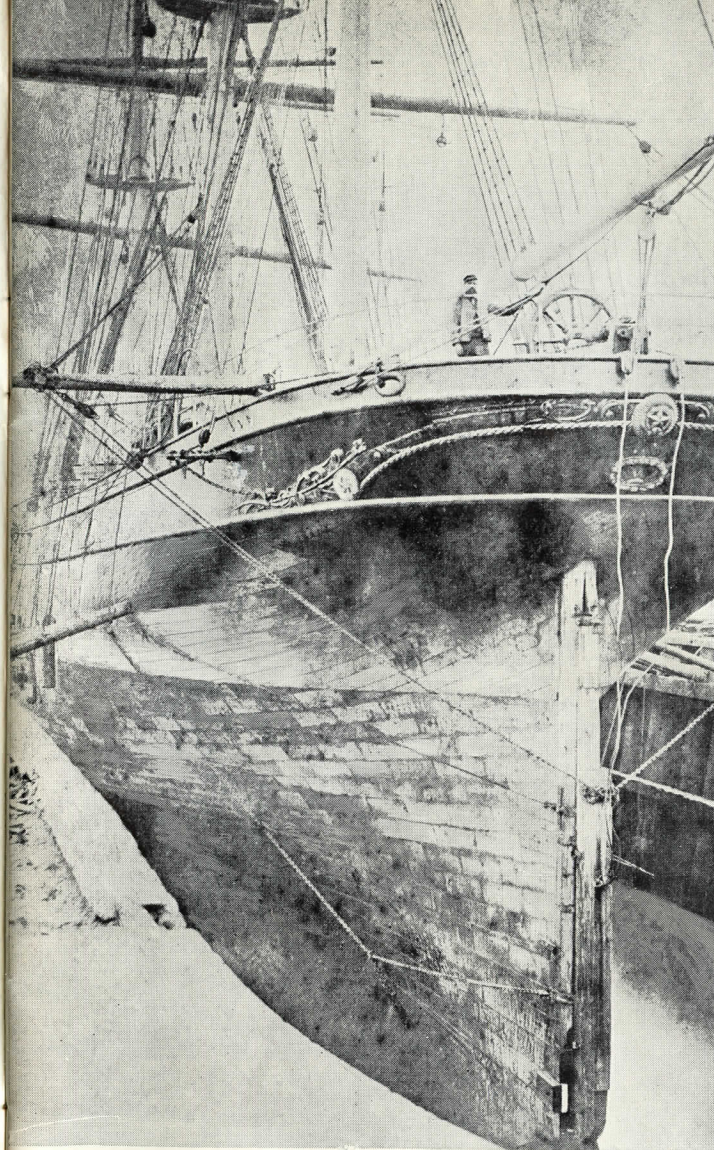
"Yes," replied the pilot, in some surprise.

"So do I," replied the captain, "for the first time since leaving China!"

Only once, in their China racing days, did the *Cutty Sark* and the *Thermopylae* meet on equal terms, that is to say, sailing at the same time and having more or less the same conditions. That was in 1872, when the two ships loaded at Shanghai and sailed from Woosung on the same day. They passed Anjer together, and entered the Indian Ocean, with the *Thermopylae* leading by one and a half miles. Twenty-six days later, however, when the *Cutty Sark* was some 400 miles ahead of her rival, misfortune overtook her, and she lost her rudder in a heavy gale.

Willis's brother was on board at the time, on a trip for the benefit of his health, and tried to order the Captain to the Cape for repairs. Moodie wasn't standing for that, and, after a first class row, in which he is said to have threatened to put Willis in irons for mutiny if he didn't "pipe down," a jury rudder was devised, made and fitted. The story has often been told, for it was a brilliant feat of seamanship. But to the best of my belief, no account hitherto published has referred to the part played in the construction by the ship's carpenter, Henry Henderson, of Kincardine on Forth, who would seem to have been the hero of the occasion.

Henry Henderson came from an old and proud Kincardineshire family; and as a master shipwright, he was employed on the building of the *Cutty Sark*. It was he who selected the timber that went into her construction; and how well he chose is proved by her condition today, after more than eighty years. He then sailed in the ship as her ship's carpenter, and remained in her under her first three captains, for he was a great favourite with old John Willis, who thought the world of him.



THE "CUTTY SARK" LOSES HER RUDDER

In 1872, the only time she was in a straight race with her great rival, the *Thermopylae*, the *Cutty Sark* lost her rudder in a gale in the Indian Ocean when she was 400 miles ahead. The fight to make a jury rudder from spare spars, forging the ironwork while heavy seas swept the deck, is a story of magnificent seamanship that is an epic of the days of sail. Once the entire fire was capsized over the captain's son, who was blowing the bellows. The blacksmith, handling a red-hot bar, was swept from his feet, the bar narrowly missing the sailmaker's face. But in six days the job was done, and the jury rudder shown above was shipped. The chains leading to the wheel, with which she was steered, can be clearly seen; and standing by the wheel is the man who made the rudder, Henry Henderson, the ship's carpenter. His materials were spare spars and iron stanchions.

HENDERSON'S FINE WORK REWARDED

In 1954, his daughter, Mrs. Helen Wardlaw Lochtie, an old lady in her 91st year, then living at Greenock, who had been present with her younger sister at the launching of the *Cutty Sark*, and was aboard her when she was towed down the Clyde to fit out in 1869, sent me a photograph of a most remarkable document which had belonged to her father. This was a testimonial presented to him by his owners, with a cheque for £50, in recognition for his services in making the jury rudder, making it clear beyond all doubt that his was the genius which had constructed it.

Mrs. Lochtie had presented the original document to the Thames Nautical Training College in April, 1939, when they owned the ship; but unhappily it was lost during the War. An astonishing fact that comes out in the letter, however, is that the ship and her freight were not covered by insurance. This, with a nearly new ship, classed 19 years A1 at Lloyd's, seems to be quite extraordinary; yet I am told

that it was not unusual in those days. Here is the letter:

18 East India Court,
Leadenhall Street,
London E.C. 26th Novr. 1873.

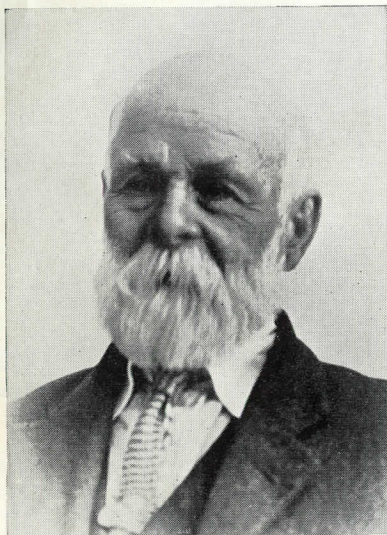
We have much pleasure in certifying that Henry Henderson did in a very clever and ingenious manner contrive and fit a temporary Rudder to the ship "Cutty-Sark," after she lost her Rudder in heavy weather off Algoa Bay August 16th 1872, on her passage from Shanghai to London.

And as the ship and freight were uninsured, we in conjunction with the Underwriters on the cargo, have presented him with the sum of £50 for the ability and zeal displayed on the occasion.

John Willis & Son,
Owners of the Ship Cutty-Sark.

Another document belonging to her father which Mrs. Lochtie still has, however, is of even greater value because of more immediately practical importance. Henry Henderson knew the kind of ship he was to sail in; he knew that racing clippers were liable to carry away spars and even masts when being driven hard; and that the ship's carpenter was required to replace them with the minimum of delay. He carried with him, therefore, written in an ordinary penny quarto school exercise book, a complete list which he had made of all the masts and spars of the *Cutty Sark*, and of all her boats; not merely the lengths, but every essential diameter and other measurement. As a result, the Rigging Committee of the Preservation Society was provided with all the information needed to re-rig the old ship exactly as she had been when she first came out as a China clipper 85 years earlier.

The time lost in making the jury rudder, of course, meant that the *Cutty Sark* was out of the race, so far as beating the *Thermopylae* was concerned. Nevertheless, she was only a week behind her rival in reaching London, and there seems little doubt that she was well in the lead when the accident happened, and but for it, would have won. Captain Moodie, however, had been so incensed by the owner's brother, that he resigned his command, left sail for ever, and went into steam.



Captain Richard Woodget, the Cutty Sark's last captain, was also her best known. Under him, driven as never before, she became world famous as an Australian wool clipper.



APPRENTICES IN THE 1880's

In the picture above, taken at Shanghai in 1886, Captain Woodget of the *Cutty Sark* appears, bearded and bowler-hatted, squatting on the right of the group. Wearing peaked caps are the eight apprentices. In order, from the left of the captain, back row, are J. Smith, P. H. Calderon, Walter Andrewes, Bob Andrewes (acting 3rd mate), J. Weston ("Pimlico") and T. Dixon ("Bloater"—from Yarmouth). Front row centre is C. E. Irving, with Toby Mayall on his left. Toby, son of a well-known photographer, first interested Woodget in photography. The little apprentice, now Captain C. E. Irving, C.B., R.D., R.N.R., is seen again in the middle picture, wearing a peaked cap at the wheel of the *Cutty Sark* 67 years later, in 1953. With him is Captain Richard Woodget junior, who joined the ship as an apprentice under his father in 1888. This wheel is not the original, which broke up during the war; but a temporary replacement. In the bottom picture, the *Cutty's* old captain, Richard Woodget, at the original wheel, steers his old ship out of Falmouth under tow for Fowey in 1924.





A SHIP'S HUSBAND AS CAPTAIN

The *Cutty Sark* was to lose two more rudders in her long career; the next being lost in a West Indian hurricane when she was Portuguese owned, in 1909. A new rudder was fitted at Key West. Then, in 1915 she carried away the third, on 19th June, four days out from Lisbon bound for Mossamedes. Although she reached Mossamedes under a jury rudder, she had to wait there over four months for a permanent replacement.

Captain Moodie having gone off in a huff, "Old White Hat" had to find another captain at short notice to replace him. This he did by appointing Captain F. W. Moore, a man getting on in years who was then more celebrated for the way in which he kept his ships than for cracking on. He had indeed more or less retired from the sea, and had been employed by Willis ashore to act as ship's husband to his fleet. Under

Moore, therefore, the *Cutty Sark's* performance in the tea race that year was a disappointing one; and when she got home, he returned to his former job as Willis's marine superintendent. Moore had taken 117 days home from Shanghai, a fortnight longer than the *Thermopylae*, while the iron clipper *Hallowe'en*, sailing over four months after the others and having a favourable monsoon down the China Sea (which made a tremendous difference) took only 90 days.

Moore's successor in command of the *Cutty Sark* was Captain W. E. Tiptaft, a quiet, modest man, a competent master and an excellent seaman, but lacking the qualities of a real hard driver. With him, therefore, the ship made good, but not exceptional passages, although in favourable conditions she made some very fast runs. In December, 1873, carrying a general cargo, she sailed for her first voyage



On the left is Captain Woodget's best picture of the *Cutty Sark* under sail in the open ocean, taken with his camera supported on a plank between two boats. It was not much fun for the apprentices, however, with a hard row after the ship! The group above includes Tony Robson (round hat), her famous Chinese cook, who had been picked up as a baby alone on a raft in mid ocean. He might have been born a prince or a beggar; but he grew up in English ships, to become a first-rate seaman and an excellent cook.

STEAMERS CAPTURE THE TEA TRADE

under his command on what was also her first voyage to Sydney, where she loaded coal for Shanghai. On arrival there, her agents sent her up the river to Hankow, to load amongst the tea steamers, of which there were already about a dozen competing successfully against the clippers. Going up to Hankow meant a tow of 600 miles up the Yangtze; a trip hazardous at times and only justified because of the increasing difficulty of getting tea cargoes for a sailing ship. The sea passage home to London took 118 days.

Next year, however, the *Cutty Sark* had the satisfaction of making the fastest passage of the season out to Sydney, reached in 73 days. From Sydney she carried 1,100 tons of coal for Shanghai, where she was again sent up to Hankow to load tea. Her passage home in 122 days from dropping the pilot at Woosung was not noteworthy.

By the following year, steam competition was becoming very serious indeed; and although Tiptaft brought the *Cutty Sark* home from Woosung in the quite creditable time of 108 days, finishing with a magnificent run up Channel from Start Point to Southend Pier in 24 hours, the *S.S. Glenartney*, one of the Glen Line steamers then capturing the tea trade, took only 42 days *via* the Canal. Such competition was fatal for the sailing ships; and 1877 proved to be the last year in which a clipper ship could pay a dividend on tea. It was in that year that the *Cutty Sark* carried her last tea cargo, from a China port, and she was 127 days bringing it home after clearing from Woosung.

The next year, 1878, Captain Tiptaft died abroad at Shanghai. He had been up to Hankow, but there only got a half cargo, which he brought down to Shanghai

THE "CUTTY SARK'S" FIRST WOOL CARGO

where, as he could not complete it, what was already aboard had to be discharged. He had had an anxious time at the start of his voyage out in the latter part of 1877, when the *Cutty Sark* had a lucky escape from leaving her bones on the dreaded Goodwin Sands in the great winter gale, which raged with hurricane force from the 10th to the 12th November that year. The *Cutty Sark* was one of over sixty ships sheltering in the Downs off Deal when the storm broke, and was lying with both anchors down and a long scope of cable on each. Both cables parted at the height of the gale on the Sunday night, and the *Cutty Sark* drove through the crowded shipping, colliding with and damaging two ships in her path before she got clear, and suffering considerable damage to hull and gear herself when she struck. Being not properly under command, Tiptaft began to fire off rockets and burn blue flares for assistance, and about 5.30 a.m. on the Monday morning, the tug *Macgregor* succeeded in getting hold of her just in time before she stranded. The aid of another tug, the *Benachie*, had to be enlisted before the *Cutty Sark* could be got safely into

the London River, where she had to be repaired and refitted. Of all the ships in the Downs, only the *Star of Albion* succeeded in riding it out at anchor.

The *Cutty Sark* was then valued, with her cargo and freight, at £85,000; and the salvage awarded amounted to £3,000. Claims against her from ships damaged in the two collisions could not be proceeded with for lack of positive evidence that she was the ship concerned. This was partly because her faithful carpenter, still the redoubtable Henry Henderson, threw overboard part of the nameboard of one of the ships which he picked up on deck, before anybody else could see it. He wasn't going to have any evidence produced against his beloved ship if it was in his power to prevent it. But not until many years afterwards did he tell what he had done.

After Tiptaft's death, he was succeeded in command of the *Cutty Sark* by his mate, Captain J. S. Wallace, who was a splendid seaman, a kindly and likeable man personally, who took a great interest in the instruction of his apprentices, and who was, above all, a *driver*. Had he commanded the *Cutty Sark* earlier in her career, there is little doubt that her passages in the tea trade would have been very much faster; but by the time he took over, there were no more tea cargoes for her to carry. Failing to get a freight in Shanghai, he sailed for Sydney. His first passage was a magnificent one: only 16 days to Anjer, 42 to South Cape, and 46 to a position 40 miles S.E. of Sydney. After returning to China from Sydney in 1879, Wallace again failed to get tea, so went back to Australia, where in Melbourne he loaded wool for New York. This was the first cargo of Australian wool to be carried in the *Cutty Sark*. Leaving New York for London on 14th February, 1880, Wallace drove her so hard that she beat all her rivals across the Atlantic, entering the Thames on 5th March, 19 days out.

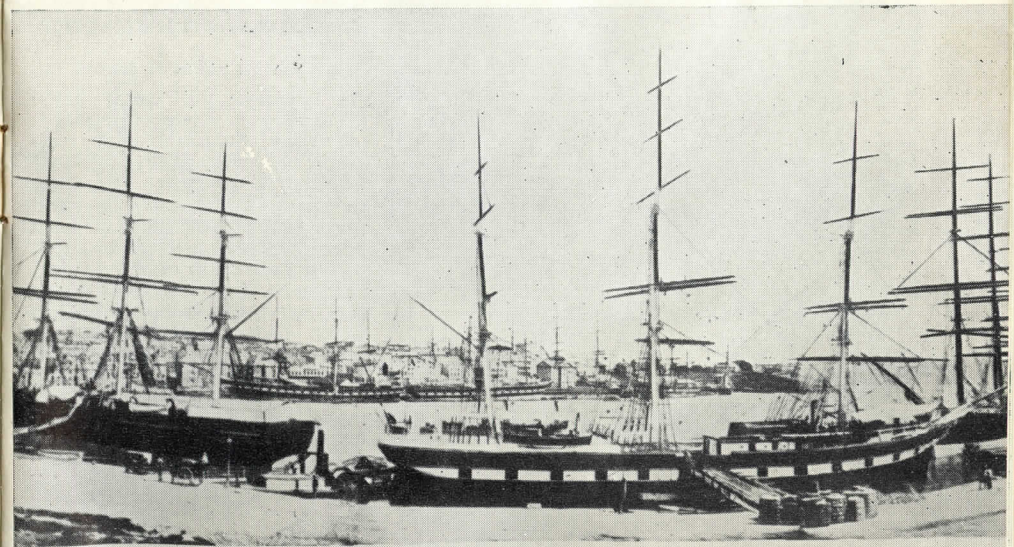
Willis now realised that there was no future for the *Cutty Sark* in tea, and that she must go seeking in other trades. This marked the beginning of the second and most unhappy phase in the ship's career. But although she had established no record passages as a tea clipper, she had nevertheless demon-



This picture, and a little imagination, will give a better idea than words can tell of what bad weather meant in the days of sail. Perilously perched on a swaying yard, four men with iron nerves pit their puny strength against stubborn, sodden canvas, and a sail is stowed. Rolling beneath them, the decks are awash. No hot food awaits them, and no dry bunk. A hard life. Photograph shows the *Garthsnoid* in 1922. But "passage perilous makyth port pleasant"; and when that port was Circular Quay, Sydney, where the wool clippers went to load and to get an Australian welcome, it could be very good!



Woodget was renowned for breeding prize collies and rearing them aboard the *Cutty Sark*. Two of these "sea dogs" are seen above. He let no one tend them but himself; never allowed them off the poop at sea; and so never lost a dog overboard.



THE SAILS OF THE "CUTTY SARK"

THE *Cutty Sark* is a full rigged ship. When all her 29 sails were set her sail area was about 32,000 square feet which is equivalent to three-quarters of an acre. This great expanse of canvas produced 3,000 H.P. when the ship was driven hard at 17 knots.

KEY TO SAIL PLAN

Square Sails—

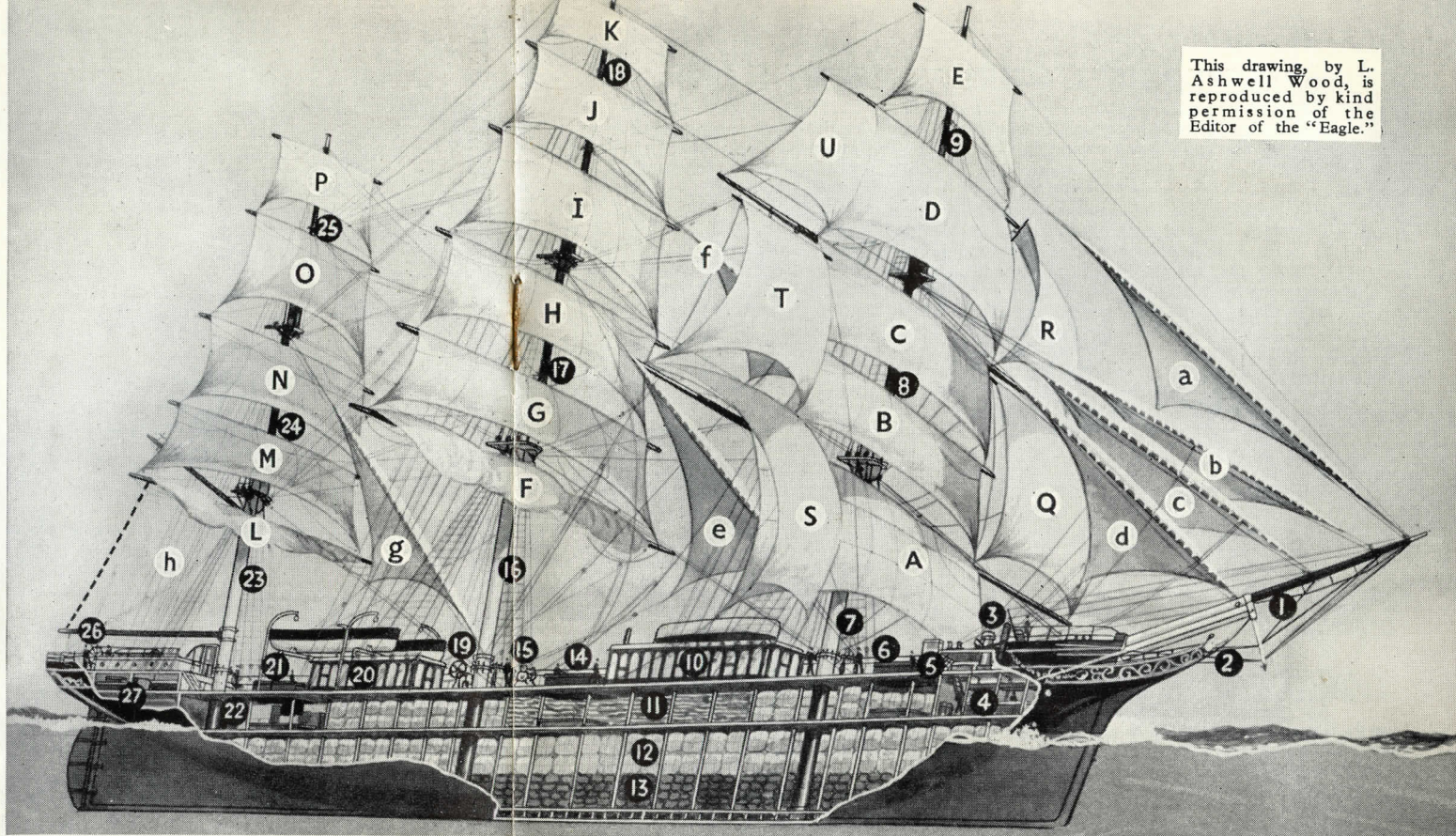
(A) fore course; (B) fore lower top-sail; (C) fore upper topsail; (D) fore topgallant; (E) fore royal; (F) main course; (G) main lower topsail; (H) main upper topsail; (I) main topgallant; (J) main royal; (K) main skysail; (L) crossjack; (M) mizzen lower topsail; (N) mizzen upper topsail; (O) mizzen topgallant; (P) mizzen royal.

Fore and Aft Sails—

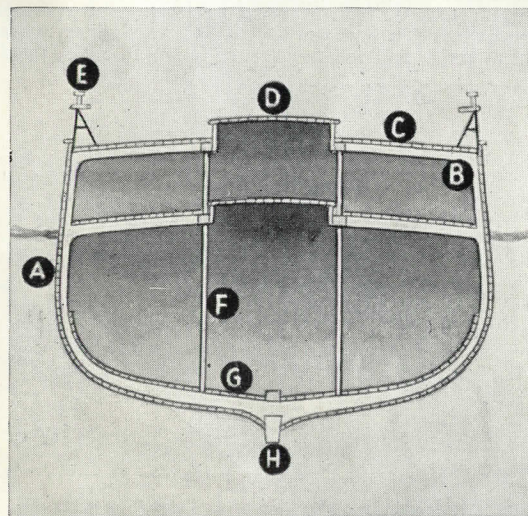
(a) flying jib; (b) outer jib; (c) inner jib; (d) fore topmast staysail; (e) main topmast staysail; (f) main topgallant staysail; (g) mizzen topmast staysail; (h) spanker would be set here.

Studding Sails or "Stunsails"—

(Q) lee fore topmast stunsail; (R) lee fore topgallant stunsail; (S) weather fore lower stunsail; (T) weather fore topmast stunsail; (U) weather fore topgallant stunsail.



This drawing, by L. Ashwell Wood, is reproduced by kind permission of the Editor of the "Eagle."



The *Cutty Sark* is composite built, that is her ribs and deck beams are of iron and her outer skin and deck of wood. Most of that wood is teak, which is comparatively impervious to worm and decay, and the iron is wrought iron which does not corrode like steel. The method of construction can be seen from the illustration of the midship section on left.

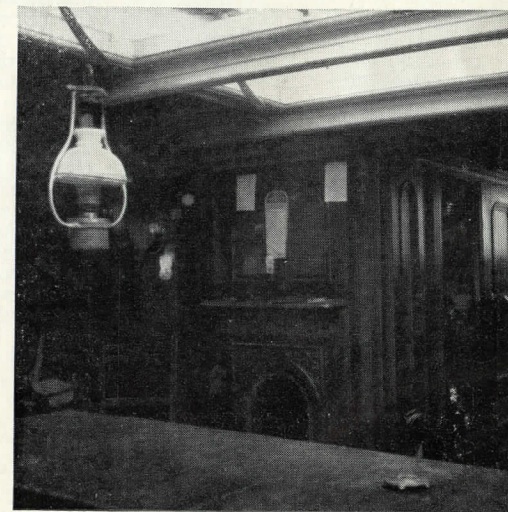
KEY TO PARTS OF SHIP

(1) bowsprit; (2) figure head; (3) starboard anchor and capstan; (4) lower forecabin with crew space; (5) forecabin; (6) fore hatch; (7) foremast; (8) fore-top mast; (9) fore-top-gallant and royal mast; (10) midship deck house for crew and galley; (11) 'tween deck cargo of sheep-skins; (12) main hold cargo of wool; (13) main hold cargo of nickel ore, which also acts as ballast; (14) main hatch; (15) winch; (16) main mast; (17) main-top mast; (18) main-top-gallant and royal mast; (19) hand pumps; (20) half-deck house with accommoda-

tion for apprentices; (21) after hatch; (22) mixed cargo; (23) mizzen mast; (24) mizzen-top mast; (25) mizzen-top-gallant and royal mast; (26) steering wheel; (27) Captain's and First Officer's accommodation.

KEY TO MIDSHIPSECTION

(A) wooden outer planking (copper sheathed below water line); (B) iron frames and deck beams; (C) wooden deck planking; (D) hatch; (E) wooden rails on iron bulwarks; (F) iron stanchions; (G) wooden hold planking; (H) wooden keel with iron shoe. RIGHT: The saloon of the *Cutty Sark* looking forward.



THE "HELL SHIP" VOYAGE OF 1880

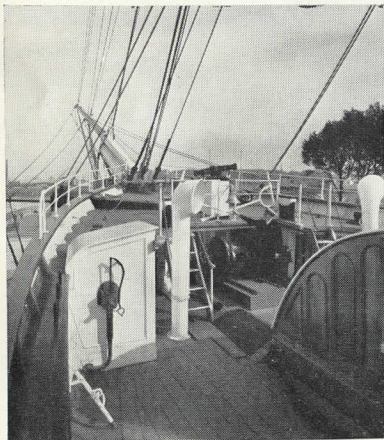
strated that, given the weather to suit her, on the occasions when she was driven, she could sail as fast as any ship. Captain Moodie himself wrote of her: "I have measured the *Cutty Sark*, both by patent log and common log, going 17 and 17½ knots, but the highest distance for the 24 hours on several occasions was 363 miles." This gives an average of over 15 knots. On one occasion she did 2,164 miles in six days, and on another 3,457 in eleven days.

We now come to what Basil Lubbock has aptly called "a hell ship voyage," in which poor Wallace had the misfortune to ship a "bucko" mate named Smith, an incompetent and provocative negro seaman called Francis, and a miserable old foc's'le croaker of doom named, appropriately enough, Vanderdecken, all in the same crew, for his voyage out East in the summer of 1880. She was a very unhappy ship, and tragedy stepped aboard when the mate, admittedly under great provocation, and being threatened with a capstan bar in the hands of the insolent Francis, had struck the negro so hard that he killed him. Mutiny was near breaking out; but the captain succeeded in controlling the crew and placed the mate under close arrest in his cabin. He then made for Anjer; but there, the kind-hearted

Wallace let the mate escape ashore by night, to avoid possible indictment for wilful murder. This incensed the crew, and the incident so preyed upon the captain's mind, that four days after leaving Anjer, he ended his life by jumping overboard from the taffrail. Lifebouys were thrown, and a boat lowered, but no trace of the captain could be found, and the number of sharks about was a clear indication of his fate. The ship was thus left in the charge of a wholly incompetent second mate, who nearly wrecked her on Thwart-the-way Island before he blundered back to Anjer. A Dutch pilot was then employed to take the ship to Singapore, where Bruce, mate of the *Hallowe'en*, lying at Hong Kong, was sent by Willis to take command.

A worse choice could hardly have been made. Bruce was incompetent as a seaman, fat in person, hypocritical, a bully and a physical coward; a man who affected to be deeply religious, but whose only real devotion was to the bottle. The less said about the *Cutty Sark's* miserable voyage under his command, the better. The only fact worth noting is that during the time he had her, she carried the first cargo of Indian tea ever shipped to Australia, which she delivered to Melbourne from Calcutta. Thence her wanderings took her with coal to China, and then to Cebu for jute to carry to New York. There, at last, the ship's miseries were brought to an end. Bruce's refusal to give his second mate a discharge led to a complaint before the Consul; an investigation followed, the misdeeds of Bruce and his mate were uncovered, and both officers had their certificates suspended. The second mate and crew were discharged, and the ship was left, lonely and forlorn, while old John Willis decided what to do.

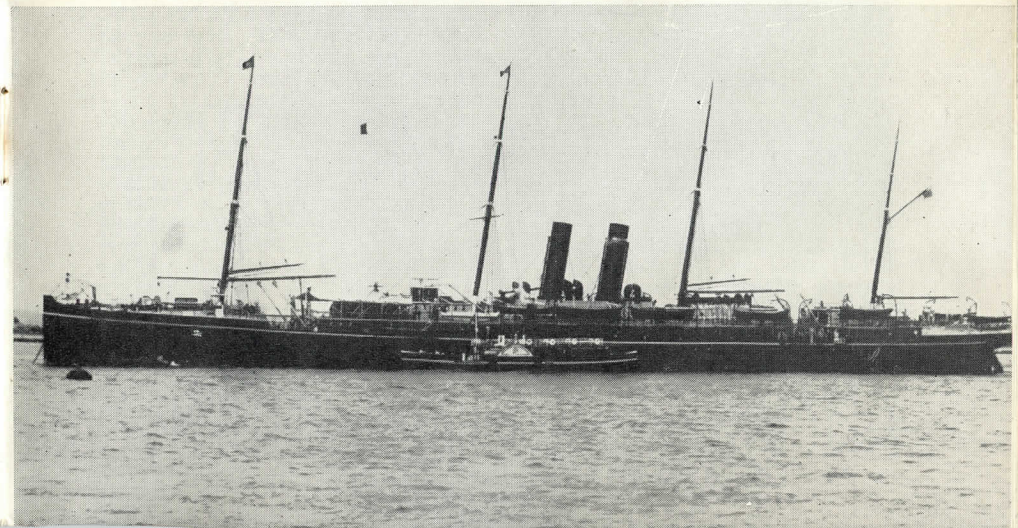
He solved the problem by transferring from the *Blackadder* her captain, E. Moore (no relation to the F. W. Moore who had the ship earlier) to command the *Cutty Sark*, and with him most of his officers and crew. Moore found the ship in a deplorable shape, and her gear in dreadful condition, like a parish rigged coaster. John Willis was never lavish with the money he spent on his ships; and his parsimonious attitude, added to Bruce's almost



The foc's'le head in the *Cutty Sark*. Look for the old-fashioned patent windlass used for weighing the anchors.



At Melbourne, the Australian wool clippers used to load at Sandridge Pier, seen above. The old-fashioned locomotive gives a clue to the date of the picture and the broad gauge of the Victorian railway system is very noticeable. Below is the mail steamer *Britannia*. When launched in 1888, this fast and beautiful vessel was the crack ship of the P. & O. Yet in the same year, 1888, the *Cutty Sark* beat her into Sydney on the last lap of her voyage to Australia. The *Britannia* has passed the *Cutty* at 1.30 p.m. the previous day. Later, however, the wind freshened, and during the night an unidentified sailing ship's lights were seen coming up astern. The *Britannia* increased speed from 14½ to 16 knots, but in vain. Her log records "Sailing ship overhauled and passed us" as the *Cutty Sark*, doing a full 17, stormed by to anchor inside Sydney Heads an hour before the mail ship entered. Photograph reproduced by permission of the P. & O. Steam Navigation Co.



THE FAMOUS CAPTAIN WOODGET

criminal neglect, left a state of affairs that took Moore, a thoroughly competent man, all his time to repair. By the time the *Cutty Sark* at last returned to London, however, in June, 1883, she was once again in proper shape.

Captain Moore took the ship on two round voyages to Australia in 1883 and 1884, and did very well with her; so well, in fact, that he showed what a clipper ship built for the comparatively fine-weather "flying fish" trade, as the tea trade was called, could do in the cruel hard winds off the Horn, and running her Easting down in the Roaring Forties for which she had never been designed or intended. Her spars had been cut down, and the number of her crew reduced, from 28 to 22, 21, or even 19; and she revelled in it. Moore's passages were a promise of what she could do, and "Old White Hat" had every reason to sit up and take notice when she made such times as 79 days from the Channel to Newcastle, New South Wales, and 82 days home again, which she did in 1883, beating all her rivals and making the fastest passage of the year.



Captain Wilfred Dowman, who saved the *Cutty Sark* for Britain when he bought her back from the Portuguese in 1922, and re-rigged her clipper-ship fashion.

The Australian wool trade differed from the tea trade in one important particular. The object with tea, was to be the first ship home with the first of the new season's crop for the London market, where it commanded the highest price. The fastest ships were therefore the first to be loaded. With wool, it was exactly the other way round. The object then was to get the last of the clip to London in time for the January and February wool sales; and to do this, the fastest ships were kept back to load last, as slower ships might miss the market by taking too long on the voyage. There were good profits therefore to be made by racing clippers in this trade, and the competition was every bit as keen as it had been with tea. It was as a wool clipper that the *Cutty Sark* really came into her own, outsailed all rivals, the great *Thermopylae* included and made her name famous throughout the world.

After his two successful voyages, Captain Moore, who was only getting £200 a year in the *Cutty Sark*, was rewarded by being promoted to the command of *The Tweed*, the flagship of Willis's fleet. The hitherto unknown Captain Richard Woodget, who had served Willis since 1881 in command of his old ship the *Coldstream*, in which he had just made an astonishingly fast passage, was appointed to succeed him, at £186 per annum.

Never was a more fortunate appointment made to the command of any ship. Woodget, the son of a Norfolk farmer, had gone to sea the hard way, as a hand in the East Coast billyboys and coasters. In that hard school, he had learned his seamanship, as the great Francis Drake had done before him; and he had learned, too, how to get the best out of a ship, in all weathers. There was an old sea saying which ran:

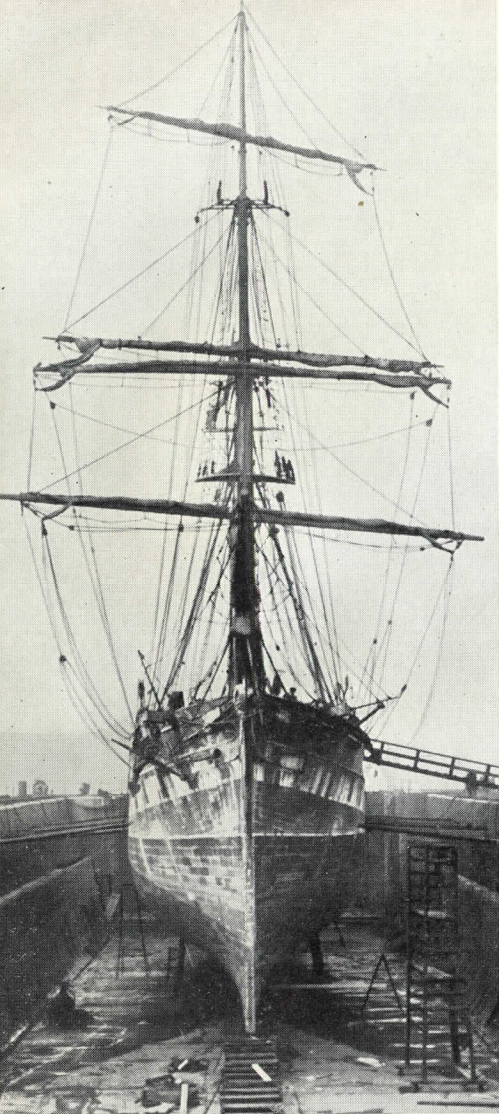
*They fear no more the wind and the rain
Whom the North Sea has dyed in grain*
and it was very true of Richard Woodget. He was a magnificent seaman, and he would never set a man to do a thing he could not do himself. That was part of his undoubted power of leadership; it brought the best out of his crew, and his apprentices worshipped him. At the age of forty-nine, he was in his prime. Man and ship were perfectly matched; Woodget



THE "FERREIRA"

By 1895, when "White Hat" Willis found he could no longer make the *Cutty Sark* pay, he sold her to the Portuguese, and she became the *Ferreira* of Lisbon (but "*El Pequena Camisola*" to her crew). The picture above shows her under all plain sail in the Tagus in 1913, still fully rigged as Woodget knew her. In May, 1916, however, as seen left, she was dismasted in a gale off the Cape, and six days later was towed into Table Bay by the Blue Funnel chartered steamer *Indraghira*. Owing to the difficulty of replacing large spars in war time, she was re-rigged as a barquentine.





In November, 1921, the Cutty Sark, still under her Portuguese name Ferreira, arrived in the Thames, 50 days out from Penascola, with a cargo of pitch-pine in short lengths for parquet flooring. After unloading, she entered the old Union Dry Dock at Limehouse for a scrub, where she appears above. Her topsides were then a dull grey, with a row of painted ports; but these could not disguise the graceful lines of a thoroughbred in her hull or hide the clean run of the copper sheathing below.

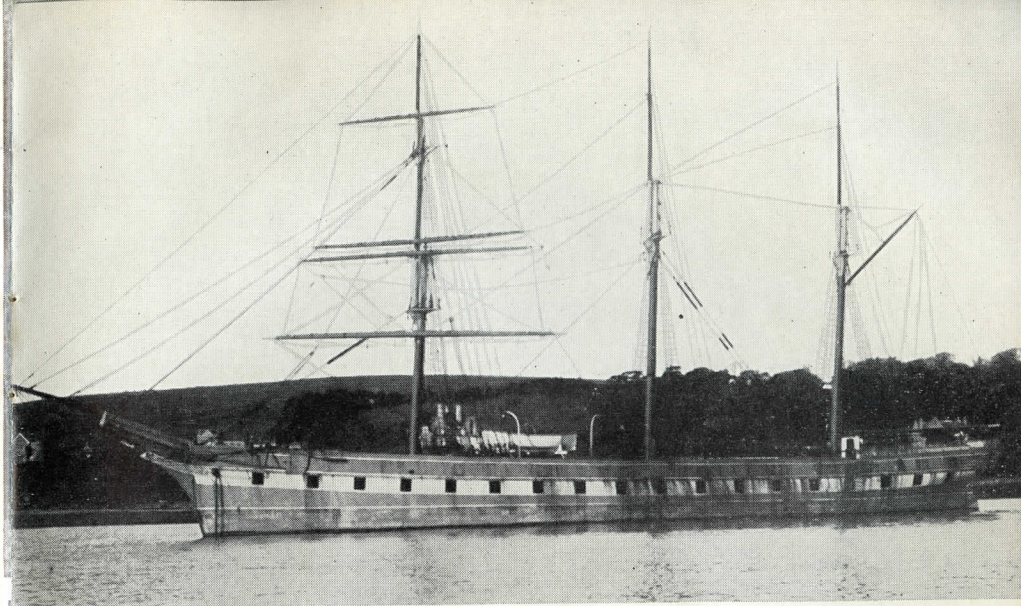
ROARING FORTIES

was a real *driver*, which, with the exception of the short-lived reign of the unfortunate Wallace, was the one thing she needed and had never had. Woodget also had her in a trade which really suited her—the Cape Horn Road and the Roaring Forties. In light winds, she lacked the ability to ghost along, as some of the clippers could do; in which she was no match for the *Thermopylae* in particular. But with a strong hard wind on her quarter, or sailing to windward, nothing afloat under sail could touch the *Cutty Sark*.

On his first trip, Woodget showed what the ship and he could do. Leaving the East India Dock on 1st April, 1885, she was only 20 days out when she crossed the Line; and passed the meridian of the Cape 26 days later. She then sailed 931 miles on a wind in 70 hours; and on 4th June, still close-hauled, made a day's run of 330 miles in the 24 hours. Her time for the whole passage out was 77 days from the Start to Port Jackson, Sydney; and this, a day better than the next ship, the *Samuel Plimsoll*, made her the winner of the race out.

Coming home, she did even better, her time from Sydney to the Channel, being only 67 days; 12 days less than the *Thermopylae*. Then, unfortunately, her luck with the weather failed, and she was five days covering the next 305 miles; a distance she had covered in one day in 1888. Her time to the Downs was 73 days; but she was still an easy winner, the next ship being the *Thermopylae*, who took 80 days.

Woodget's two fine passages so thrilled "Old White Hat," that he determined to have another try for a tea cargo, and in 1886, sent the *Cutty Sark* out to Shanghai with scrap-iron, the only cargo he could get. On arrival, however, it was to find the tea trade completely in the hands of the steamers, and no cargo to be had. After waiting three and a half months in vain, Woodget had to sail in ballast for Sydney, where he arrived too late to load for the January wool sales. He had to wait until March for wool, and then brought the ship home in 72 days, again the fastest passage of the year; the *Thermopylae* taking 87 days over the same voyage. In 1888, the *Cutty Sark* did it again, with a time of 71 days



IN ALL HER FORMER GLORY

In January, 1922, the *Ferreira* left the Thames for Lisbon; met a channel gale, and sought shelter in Falmouth. There she was seen by Captain Dowman, who had admired the *Cutty* ever since she had passed him, an apprentice in the *Hawksdale*, homeward bound from Sydney in 1894. The *Ferreira* sailed for Lisbon; but by autumn 1922, Dowman succeeded in buying her back from the Portuguese. She was towed home to Falmouth, where she is seen above soon after arrival. Captain Dowman and his wife—who shared his enthusiasm—then set about the task of restoring the old ship to all the former glory of her China clipper days. She is seen on the left in 1924—restored, re-rigged, resplendent! Of her contemporaries, she alone survives; but her preservation is a tribute to all.



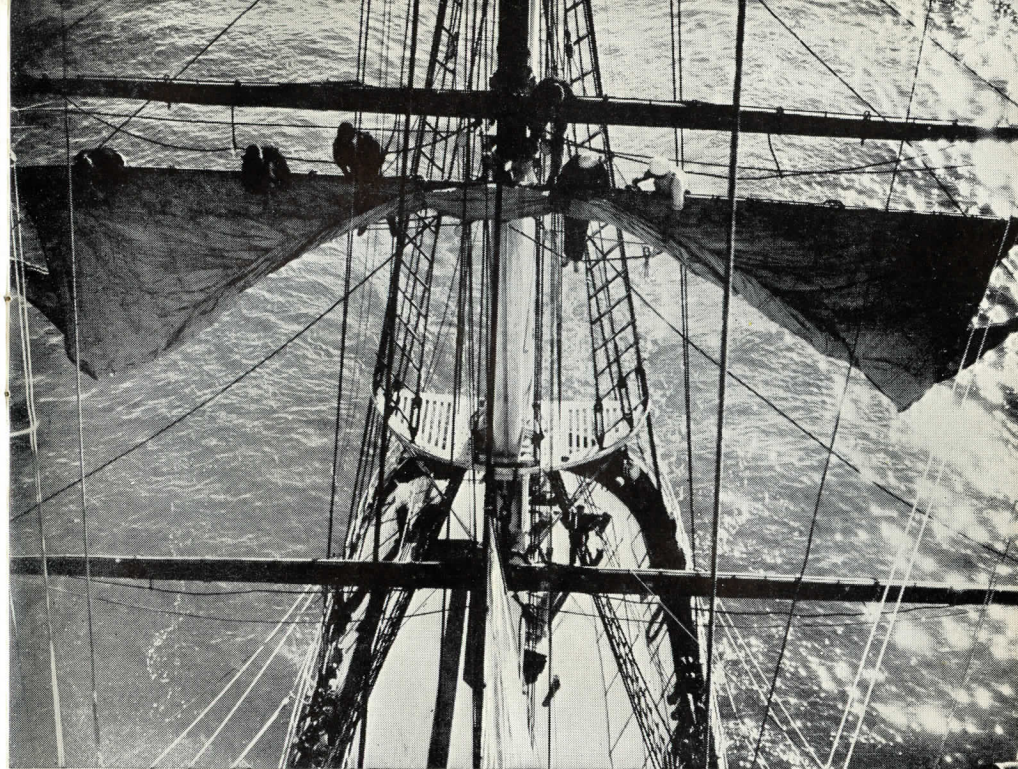
In 1924, Captain Woodget joined the *Cutty Sark* for a coastal trip to Fowey. When her old master returned to the ship he had not seen for twenty-nine years, there was a moment of deep emotion as he stepped aboard.

FASTEST PASSAGE OF THE SEASON

from Newcastle, N.S.W., to Dungeness, as against the *Thermopylae's* 79 days, Sydney to London; the next fastest passage being *Loch Venacher's* 80 days from Melbourne. The following year, however, although she beat the *Thermopylae* by eleven days from Sydney, she was herself beaten by the *Nebo*, who took 82 days as against the *Cutty Sark's* 84. But next year, 1890, the *Cutty Sark* was again the winner, with a passage of 74 days from Sydney to the Start, the *Thermopylae's* time being 89 days from the same port to Deal. It was to be her last race with her Aberdeen rival, for in 1890, the *Thermopylae* was sold to a Canadian owner, and spent the next five years carrying rice from the East across the Pacific. In 1895 she was sold to the Portuguese Government, who renamed her *Pedro Nunes*, and ran her as a training ship. Her end came twelve years later, when she was given a "Viking's Funeral," being towed out to sea and sunk with full naval honours off the mouth of the Tagus.

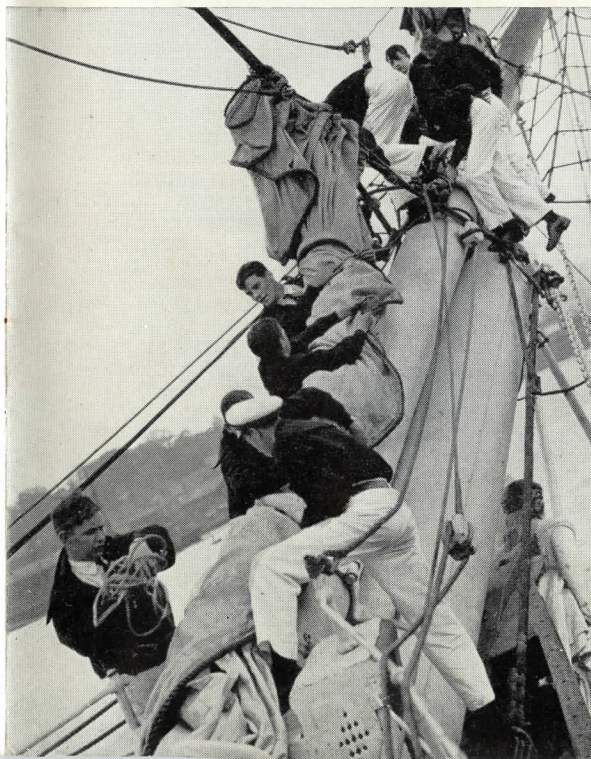
Still as a wool clipper the *Cutty Sark* beat all her rivals again in 1891, with a passage of 93 days; no other ship taking less than 100, owing to the generally unfavourable weather conditions of that year. She sailed again from Sydney on 5th November that same year, and made the fastest passage of the season, taking 85 days from Sydney to the Lizard, although the *Cimba* was a close runner-up, with 87 days for the same distance.

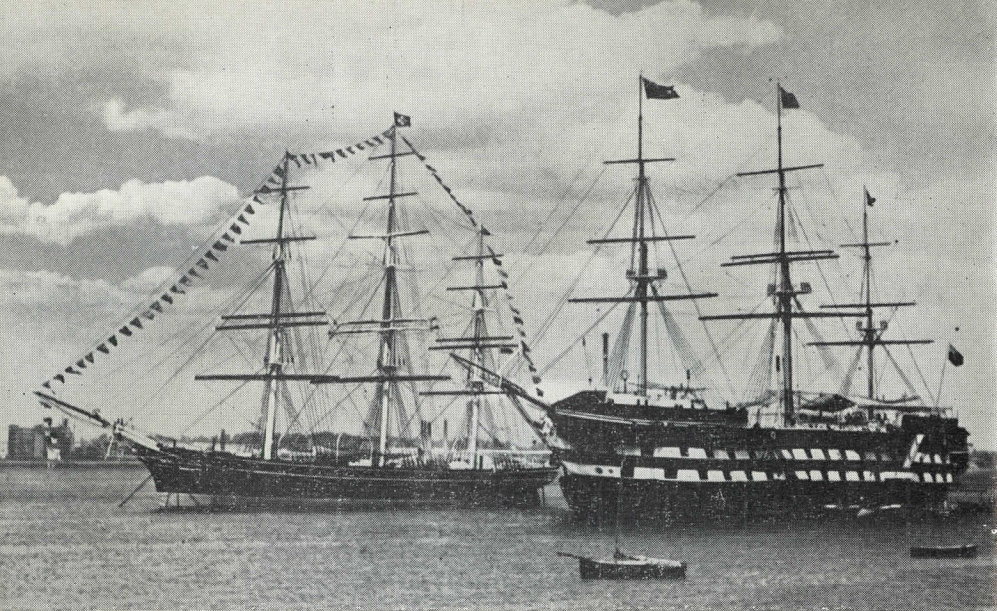
In January, 1893, Woodget failed to get a cargo for London, and had to load for Antwerp. Sailing from Sydney on the 7th of the month, he had a slow passage, chiefly remarkable for the large icefield encountered early in February, when the ship was beset by ice; and for the loss of two hands, washed off the flying-jibboom after making fast the jib. There was too much sea to lower a boat, and although Woodget wore ship and hovered about for nearly two hours, nothing was ever seen of the men again. Woodget's remarks in his journal are a poignant



THE LAST SEA VOYAGE

In 1936, Captain Dowman died, and in 1938 his widow generously presented the *Cutty Sark* to the Thames Nautical Training College, so that she might join *H.M.S. Worcester* at Greenhithe, and train cadets for the Royal and Merchant Navies. So the old ship was prepared for sea, and with a crew of cadets aboard, she was towed to the Thames by William Watkins' tug, *Muria*. Sails were set to aid her progress, and *Worcester* cadets are seen above, busy with the mizzen lower tops'l. To the left, they are stowing the headsails on arrival at Greenhithe. It was the final act in the last sea voyage of the *Cutty Sark*. Thereafter she was to know only the London River's Tides until at length she reached her journey's end at Greenwich.





After 1938, the *Worcester* and *Cutty Sark* lay together at Greenhithe. Striking was the contrast between the sharp bows of the clipper and the round bosom of the old two-decker; like that between a hollow-ground razor and a blunt knife.

SOLD TO PORTUGUESE OWNERS

commentary on the risks that were all in the day's work to those who faced them in the days of sail. "Fancy," he writes, "only a minute before they were on the boom laughing to see the sprays come over the bows and the others getting wet, whilst they were dry on the boom; but one more minute, and things were changed; poor fellows, they were struggling in the waves. Doyle could not swim, so he soon sank to rise no more. Oh, what a gloom it cast over the ship! Two young men gone to Eternity, and only a few minutes before they were in high spirits and the best of health. During the seven years that I had commanded the *Cutty Sark* I never knew her to put the boom under before."

Her next passage home was again with wool from Sydney, this time for Hull. She left on Christmas Eve, 1894, with 5,010 bales of Australian wool aboard, worth at that time about £100,000; and sighted the Scilly Isles on 21st March, 87 days out. Light head winds then delayed her, so that

she was another six days getting to Hull, where her famous name made her an object of great local interest. It was to be her last cargo from Sydney, for in the following year, after being partially dismasted on the way out, she went to Brisbane to load. There she took on board her record cargo of Australian wool; the quantity "screwed" into her being the almost incredible amount of 5,304 bales; which put her down so deep in the water that she was two inches below her Plimsoll marks. With this, she left the wharf at Brisbane on what was to be her last voyage under the British flag on 9th December, 1894.

The passage home to the Start was made in 84 days, and she docked in London on 26th March, 1895. There, Woodget learned to his infinite disgust that "Old White Hat" was selling the ship, and was already negotiating her sale to the Portuguese. Willis gave Woodget another ship, the *Coldingham*; but he made only one voyage in her. His heart was with the *Cutty Sark*, and he therefore retired from the sea,



MARITIME TREASURES

In the days of sail, ships were adorned and distinguished by their figureheads. The largest and finest collection of merchantship figureheads in the world was collected by that colourful and romantic enthusiast, known to all who love London River as Captain "Long John" Silver. Typical examples are seen on the right. With great generosity Captain Silver presented the whole contents of his wonderful private museum of maritime treasures to the *Cutty Sark*, for exhibition on board.



PREPARING FOR THE FESTIVAL OF BRITAIN

To appreciate the full beauty of the *Cutty Sark's* hull, and the genius of her design, one must view her in dry dock from the level of her keel. Thus she appeared at Green and Silley Weir's Blackwall Yard in 1951, being prepared for exhibition, so that she could be seen and appreciated by visitors coming to London for the Festival of Britain. War and the aftermath of war had made it impossible to maintain her properly since 1939; but under the public-spirited auspices of the L.C.C., she was docked, surveyed, and given a coat of paint. Then, with rigging squared up as much as possible, she was berthed above Greenwich for the duration of the Festival. So the last clipper in all the world was able to play her part in that great event of 1951. It was to the Blackwall Yard that she returned in 1954, there to be overhauled and reconditioned. While work was proceeding, Sir Robert McAlpine & Sons were building at Greenwich the dry dock for her reception, on a site generously provided by the L.C.C.

Ship Cutty Sark. Mast.									
Dimensions of Mast		Main Mast		Mizzen Mast		Fore Mast		Mast of Ship	
		Length	Area	Length	Area	Length	Area	Length	Area
The Cutty Sark		67.10	14.10	24	2.7	2.6	2.2		
Main "		71.5	14.10	24	2.7	2.6	2.2		
Mizzen "		65.0	11.0	22	2.6	2.5	2.1		
Fore Mast		39.2	9.0	18	12	17			
Main "		39.2	9.0	18	12	17			
Mizzen "		31.0	7.0	15	10.2	14.2			
Fore Mast		27.2	5.0	12.74	10.74	11.74			
Main "		27.2	5.0	12.74	11	12.74			
Mizzen "		19.0		9.74	9.74				
Fore Mast		13.0							
Main "		13.0							
Mizzen "		11.0							
Fore Mast		11.0							
Main "		11.0							

Henry Henderson, who sailed as ship's carpenter in the *Cutty Sark* and made her jury rudder, recorded details of her masts, spars and boats. His notebook has preserved all the measurements needed for re-rigging. In May, 1953, H.R.H. The Duke of Edinburgh, Patron of the Preservation Society, accepted the free gift of the ship from the Thames Nautical Training College, whose chairman, Sir William Currie, handed over the ship's papers at a ceremony held on board.



HOME AT LAST

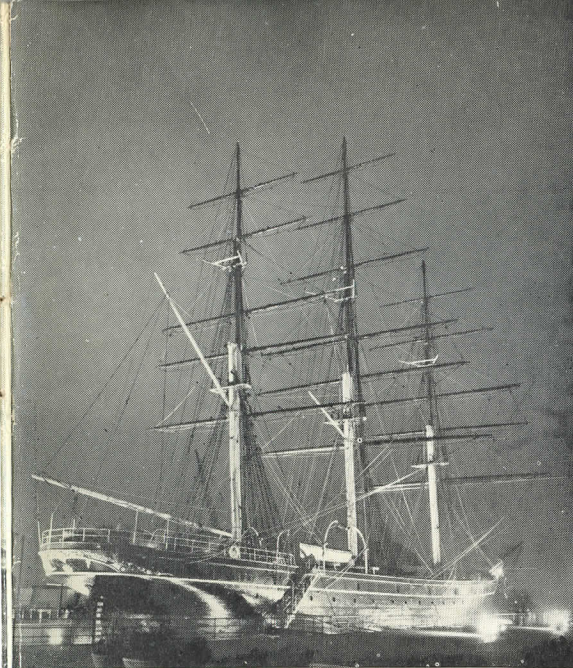
returned to his native Norfolk, and turned farmer, buying a farm at Burnham Overy, where he died on 6th March, 1928, at the age of 82.

The rest of the *Cutty Sark's* story is soon told. The Portuguese brothers Ferreira changed her name to their own, and as the *Ferreira* of Lisbon she continued to roam the seas for the next 26 years. The Portuguese have sometimes been unfairly criticised for not maintaining the ship as she should have been kept; but it must not be forgotten that times were then very hard for sailing ships, and it was difficult enough to make them earn their keep. They maintained her as well as it was practically possible to do; and we must never forget that they did maintain her, so that to their care we owe her survival until 1922, to become in the fulness of time the only clipper ship left in the world. But by 1922, Ferreira brothers found they could no longer make her pay, and she was sold again to another Portuguese firm, who changed her name to *Maria do Amparo*. She retained this for only a few months, however, before Captain Wilfred Dowman, of Trevisson, near Plymouth, achieved his ambition of bringing her once again under the Red Ensign, by buying her back from the Portuguese.

Thus the *Cutty Sark* came home; and began, under the loving care of Captain Dowman and his wife, that chapter of her history that was to bring her in the end to her final berth at Greenwich, in her own home port of London. Her story has recently been told at greater length by Alan Villiers in his book "*The Cutty Sark: Last of a Glorious Era*" (from which all proceeds are being devoted to the ship). In an introduction to that book, H.R.H. The Duke of Edinburgh concludes the chapter in the following words:

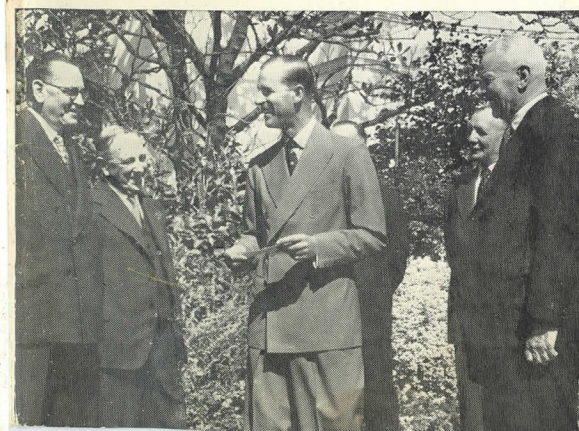
Quite recently the *Cutty Sark* Preservation Society was formed because it was felt that just as Nelson's Victory commemorates the men and ships of the old sailing Navy, so should Woodget's *Cutty Sark* be kept as a permanent memorial to the sailing merchantmen who were the backbone of British supremacy at sea for so many hundreds of years.

I can think of no better ending for the story of the *Cutty Sark*.



Floodlit at Greenwich in the evening of her days, the *Cutty Sark* is seen here in her final berth. "Passage perilous makyth port pleasant" says the old adage, and now, after all her adventures, the splendid old clipper has come home. Carefully cradled in the dock built to receive her, she has been re-rigged as she was when a new ship in the golden age of sail. On the 25th June, 1957, she was opened to the public by Her Majesty The Queen, and since then has become one of the best loved sights of London.

Generous contributions to the cost of preserving the ship have come from supporters both at home and overseas. The Duke of Edinburgh smiled happily when he accepted a cheque for £12,615 11s. 6d. for the *Cutty Sark* Fund from the Victorian Appeal Chairman, Sir Clive McPherson (right) at Government House, Melbourne.



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The
CUTTY SARK

